Land-Rovers have been travelling the roads and working the rough lands of the world for nearly twenty years. Today, they still lead the field in virtually every aspect of 4-wheel drive operation. Outwardly, the Land-Rover has changed little in ten years, simply because its practical design and rugged construction are best suited to the enormous diversity of jobs it is called upon to do. Mechanically, however, a great many developments have progressively taken place to improve the breed and keep pace with the special and ever-growing needs of operators throughout the world. The modern Land-Rover in all its versions represents an important advance over its counterparts of only a few years ago. It is now, more than ever, "The World's Most Versatile Vehicle," carrying on its legendary service across 170 countries.

1. Basic model with full-length canvas hood.
2. Full-length hood with side windows for export.
3. Hardtop with tailboard and top hinged flap.
4. Hardtop with side-opening rear door.
5. Hardtop with tailboard, top hinged flap and fixed side windows for export.
6. Hardtop with rear door and fixed side windows for export.
7. Hardtop with tailboard, top hinged flap and sliding side windows for export.
8. Hardtop with rear door and sliding side windows for export.
9. Cab and three-quarter length hood with side windows for export.
10. Cab and three-quarter length hood.
11. Cab and open body.
12. Chassis/cab with bonnet and wings.
13. Chassis/cab with bonnet and wings.
The front compartment has high-visibility seating accommodation for driver and two passengers. Re-styled instruments, re-grouped minor controls, water temperature gauge, and a combined ignition/starter switch distinguish the latest Land-Rovers from earlier models. An extended handbrake lever, to ensure ease of application by a driver wearing safety harness, is also incorporated and dual windscreen wipers are fitted as standard equipment. Heating and other cab refinements can be provided as optional extras.

The rear body space will take almost any kind of load up to a limit of 1,000 lb. (454 kg.) on roads or 800 lb. (363 kg.) across country. Its aluminium alloy construction is non-rusting and non-corroding, permitting the carriage of manures, fertilisers and other similar substances.

Cab for diesel models shown. Hand throttle control extra on petrol models.
The box section chassis frame with its sturdy cross-members provides an immensely strong foundation for the Regular Land-Rover. It is built to withstand the constant shocks of cross-country operation and being painted both inside and out is resistant to rust and corrosion over long periods of use. Individual components are equally robust and the whole unit combines good ground clearance with a low centre of gravity to minimise "grounding" and give stability on steep slopes. Right- or left-hand steering is offered.

**TRANSMISSION**
Two- or four-wheel drive. Main gearbox has four forward speeds and one reverse, with synchromesh on third and top. Two additional ratios are provided in the transfer box giving a total of eight forward and two reverse speeds. This wide choice of ratios enables all kinds of surfaces to be traversed. Front and rear axles are fully-floating and have spiral bevel drive.

**CHASSIS FRAME**
Welded steel box-section of great strength. Six cross-members give torsional and diagonal rigidity.

**BRAKES**
Hydraulic. Handbrake operates transmission brake behind transfer box.

**ENGINES**
Choice of two un-tuned cylinder, 2½-litre petrol or four-cylinder, 2½-litre diesel.
SUSPENSION
Underslung semi-elliptic springs controlled by double-acting hydraulic telescopic shock absorbers.

POWER TAKE-OFF
Provision for centre and rear power take-off drives. Hydraulic or capstan winch may be fitted at front.

BODY
Panels of non-corrodible light alloy. External steel fittings are heavily galvanised.

PETROL ENGINE
Of overhead valve design, the four-cylinder 2½-litre petrol engine develops 77 b.h.p. (gross) at 4,000 rev./min. and has a torque of 124 lb. ft. at 2,500 rev./min. Thus, there is ample power available for vehicle operation under all conditions, hauling trailers or driving machinery. It is a well-proved unit of outstanding reliability that has powered millions of Land-Rover miles.

DIESEL ENGINE
A 2½-litre diesel engine is available as an alternative to the petrol engine and adds further to the versatility of the Land-Rover by increasing its efficiency and economy in conditions favouring diesel operation. A rugged, four-cylinder unit, the Rover diesel engine develops 67 b.h.p. at 4,000 rev./min., and maximum torque of 105 lb. ft. is produced at 1,800 rev./min.
SPECIFICATION

FUEL SYSTEM
Carburetor .... Zenith down-draught type 36 L.V.
Filters .... Tank and sediment bowl.
Air cleaner .... Oil bath with built-in centrifugal pre-cleaner.
Pump .... Mechanical, with sediment bowl and priming lever.

ELECTRICAL SYSTEM
Ignition .... By coil and distributor.
Starter .... Operated by combined ignition/starter switch key and solenoid.

4-CYLINDER DIESEL
No. of cylinders .... 4.
Bore .... 3.562" (90.49 mm).
Stroke .... 3.5" (88.9 mm).
Capacity .... 2,286 c.c. (139.5 cu. ins.).
Valve position .... Overhead.
Compression ratio .... 7.1:1.
Max. B.H.P. .... 77 at 4,000 rev./min. (Gross).
Max. Torque .... 124 lb. ft. (17 mgk.) at 2,500 rev./min. (Gross).

LUBRICATION SYSTEM
Type .... Pressurised by submerged gear type pump.
Filters .... Pump intake gauze-filter in sump, and external full flow filter.
Sump capacity .... 11 pints (13 U.S. pints; 6 litres).

COOLING SYSTEM
Type .... Pressurised, with pump, fan and thermostat.
Capacity .... 1144 pints (21 U.S. pints; 10 litres).

FUEL SYSTEM
Inlet pump .... C.A.V., D.P.A., distributor type, self-governing.
Inlet type .... C.A.V., Pintleaux.
Filters .... Sediment bowl on mechanical fuel pump. Paper type filter. Fuel tank.
Air cleaner .... Oil bath with built-in centrifugal pre-cleaner.
Fuel pump .... Mechanical, with hand primer (high pressure type).

ELECTRICAL SYSTEM
Starter .... Operated by key switch and solenoid.
Heater plugs .... Coil element, 1.7 volts, 36/42 amps. Operation combined with starter switch key.

TRANSMISSION
CLUTCH
Type .... $\frac{2}{3}$ L. petrol, Single dry plate, 9" (230 mm.) diameter, Multi-coil spring type.
$\frac{3}{2}$ L. diesel, Single dry plate, 9½ (241 mm.) diameter, Diaphragm spring type.
Operation .... Hydraulic.

MAIN GEARBOX
Type .... Single helical constant mesh with synchronesh on top and third speeds.
Oil capacity .... 2½ pints (3 U.S. pints; 1.5 litres).

TRANSFER GEARBOX
Type .... Two-speed reduction on main gearbox output.
Four wheel drive .... Two/two-wheel drive control on transfer box output.
Oil capacity .... 1½ pints (3½ U.S. pints; 2.5 litres).

PROPELLER SHAFTS
Type .... Open, to front and rear axles.

REAR AXLE
Type .... Spiral bevel; floating shafts.
Ratio .... 4:7:1.

OVERALL RATIOS (Final Drive)

<table>
<thead>
<tr>
<th>High Transfer</th>
<th>Low Transfer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top. .... 54:1</td>
<td>11.1:1</td>
</tr>
<tr>
<td>Third .... 8:5:1</td>
<td>16:5:1</td>
</tr>
<tr>
<td>Second .... 12:0:1</td>
<td>24:6:1</td>
</tr>
<tr>
<td>First .... 19:4:1</td>
<td>39:7:1</td>
</tr>
<tr>
<td>Reverse .... 163:1</td>
<td>332:1</td>
</tr>
</tbody>
</table>

POWER TAKE-OFF POINTS
Central, bottom and rear power take-off drives available as optional extras.

CHASSIS DETAILS
FRAME
Type .... Welded fabricated box section side and cross members, black enamel dipped.
FUEL SYSTEM
Fuel tank... Carried outside side member under right-hand seat. Fitted with protective underplate, and telescopic external filler tube.
Capacity... 10 gallons (12 U.S. gallons; 45 litres).

CHASSIS OPTIONAL EQUIPMENT
Includes... Extra instruments, 12 volt alternator, winches, towing equipment, special protective devices, and special purpose tyres. See separate publication for details.

ELECTRICAL EQUIPMENT AND INSTRUMENTATION

ELECTRICAL SYSTEM
Type... Negative earth.
Voltage... 12 volt. Diesel—two 6 volt batteries in series.

ELECTRICAL EQUIPMENT
Battery... Petrol—57 A.H. Diesel—120 A.H.
Windscreen wiper... Dual arm. Wiper blades. Horn... Windshield. Horn push in centre of steering wheel.

INSTRUMENTS AND CONTROLS
Speedometer... Large diameter with total mileage recorder including oil pressure, headlamp main beam and cold start warning lights.
Water temperature and fuel gauges... Combined in one large dial which also includes the charging warning light.
Panel Light... Illuminating speedometer, water temperature and fuel gauges, Switch operates when side and tail lamps are "on."


BODY
CONSTRUCTION
All body panels are of non-corrosive light alloy, and all external steel fittings are heavily galvanised.

OPTIONAL EQUIPMENT
Includes alternative hood, hardtop and rear door arrangements, seats, trim, heater, and various interior equipment. See separate booklet for details.

COLOURS
In the colour schemes below the colours marked * are standard, while those marked † are optional and subject to an extra charge. Variations in body colours are possible for particular requirements in regard to fire appliance specifications. Quotations may be obtained from the factory on request.

The following table indicates the paint colours available on the various models:

<table>
<thead>
<tr>
<th>Body Colour</th>
<th>Road Wheels</th>
<th>Home</th>
<th>Export</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronze green</td>
<td>Bronze green</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Sand</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Light green</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Marine blue</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Sand</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Mid grey</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Dark grey</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Red</td>
<td>Limestone</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Mist coat grey</td>
<td>Primer</td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>

DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Ins.</th>
<th>Metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>80-90</td>
<td>2.03</td>
</tr>
<tr>
<td>Track</td>
<td>51-50</td>
<td>1.30</td>
</tr>
<tr>
<td>Overall length</td>
<td>145-593</td>
<td>3.62</td>
</tr>
<tr>
<td>Overall height</td>
<td>66-60</td>
<td>1.68</td>
</tr>
<tr>
<td>Windscreen</td>
<td>67-65</td>
<td>1.71</td>
</tr>
<tr>
<td>Height front seat</td>
<td>77-60</td>
<td>1.97</td>
</tr>
<tr>
<td>Cushion pedal</td>
<td>19-25</td>
<td>0.49</td>
</tr>
<tr>
<td>Width front chair</td>
<td>14-59</td>
<td>0.38</td>
</tr>
<tr>
<td>Headroom, front seat (compressed)</td>
<td>38-90</td>
<td>0.96</td>
</tr>
<tr>
<td>Width of front cushion</td>
<td>15-75</td>
<td>0.39</td>
</tr>
<tr>
<td>Height of front cushion</td>
<td>18-30</td>
<td>0.46</td>
</tr>
<tr>
<td>Width of front centre cushion</td>
<td>15-30</td>
<td>0.38</td>
</tr>
<tr>
<td>Width between front seats</td>
<td>14-25</td>
<td>0.36</td>
</tr>
<tr>
<td>Top of front cushion to floor</td>
<td>17-75</td>
<td>0.45</td>
</tr>
<tr>
<td>Height of body sides</td>
<td>20-20</td>
<td>0.51</td>
</tr>
<tr>
<td>Width of body interior</td>
<td>57-30</td>
<td>1.44</td>
</tr>
<tr>
<td>Length of body interior</td>
<td>47-50</td>
<td>1.20</td>
</tr>
<tr>
<td>Wheelbase between wheel boxes</td>
<td>39-125</td>
<td>0.97</td>
</tr>
<tr>
<td>Width of wheel boxes</td>
<td>13-75</td>
<td>0.34</td>
</tr>
<tr>
<td>Height of wheel boxes</td>
<td>6-50</td>
<td>0.16</td>
</tr>
</tbody>
</table>

PERFORMANCE

PAYLOADS
Road work... 3 persons plus 1,000 lb. (454 kg).
Cross country... 3 persons plus 800 lb. (363 kg).

WEIGHTS

<table>
<thead>
<tr>
<th>Model</th>
<th>Petrol Engine</th>
<th>Front Axle lb.</th>
<th>Rear Axle kg.</th>
<th>Total kg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unladen, plus 5 gall. fuel</td>
<td>1,650</td>
<td>974</td>
<td>595</td>
<td>2,334</td>
</tr>
<tr>
<td>Max. allowable gross weight, normal road work</td>
<td>1,898</td>
<td>970</td>
<td>1,190</td>
<td>2,453</td>
</tr>
<tr>
<td>Cross country, standard road springs</td>
<td>1,898</td>
<td>970</td>
<td>1,190</td>
<td>2,453</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model</th>
<th>Diesel Engine</th>
<th>Front Axle lb.</th>
<th>Rear Axle kg.</th>
<th>Total kg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unladen, plus 5 gall. fuel</td>
<td>1,730</td>
<td>785</td>
<td>620</td>
<td>1,425</td>
</tr>
<tr>
<td>Max. allowable gross weights, normal road work</td>
<td>2,140</td>
<td>970</td>
<td>1,190</td>
<td>3,365</td>
</tr>
<tr>
<td>Cross country, standard road springs</td>
<td>2,140</td>
<td>970</td>
<td>1,190</td>
<td>3,365</td>
</tr>
</tbody>
</table>

MAX. DRAWBAR PULL
Petro... 4,000 lb. (1,800 kg).
Diesel... 3,300 lb. (1,497 kg).

GRADIENT
Unladen... 46° 37' 30"
Laden... 46° 37' 30"
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For Long, Station Wagon and Forward Control Models see Publications numbered 705, 706 and 707 respectively.